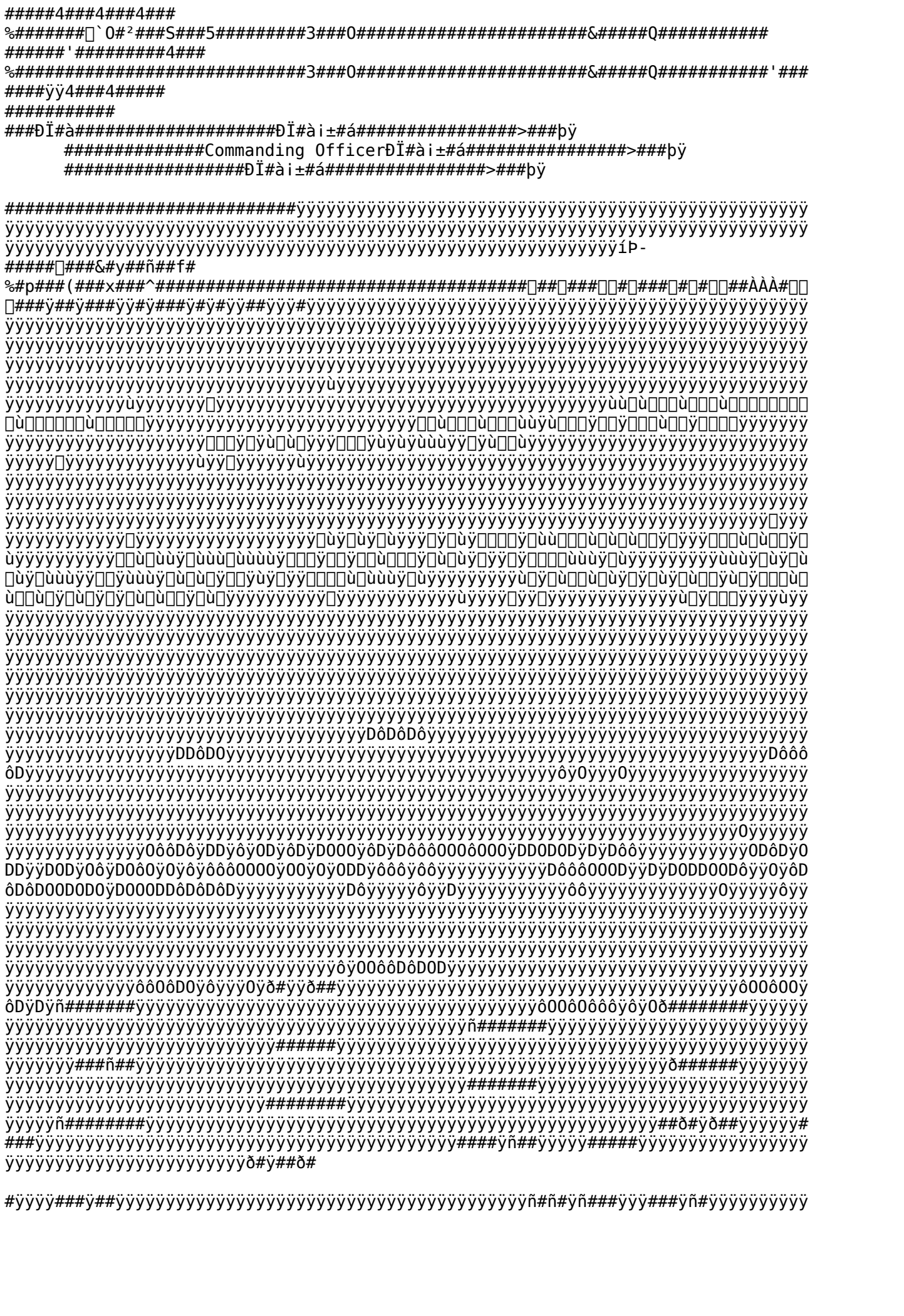

###############*#######################T# ###Z#########d#########2##□##¦ô>û¶
S#ÿÿ####ÿÿ####Tÿ #ÿÿZ#########d#########Â###There are two acceptable NATOPS recommendedHand positions when ejecting.One being the Hand fully grasping the Ejection Handlewhile the off hand is supporting the wrist of the pulling hand. The Second is the first two fingers of each and wrapped fullyaround the Ejection handle for pull.Warning: Your Elbows need to be consciously held close toyour sides to prevent striking cockpit objects or wind blastcausing the Wild Bill wave in the air.

```
###########################################T#
###Z#########d#########2##□##>ô□#□þĐ#ÿÿ####ÿÿ#####ÿ□#ÿÿd#########d#########b###Y
ou will fall in a face down positionUntil 18,000 ft then the seat and man
separation will occur
```

```
#################*#########################T#
###Z#########d#########2##□##þóyú□#Àÿÿÿ####ÿÿ####Tÿ #ÿÿZ#########d#########
%###Mode 1:  Low Altitude from 0 - 8,000ft     0 - 300 kiasMode 2:  Low Altitude
from 8,000 - 10,000 ft    0 - 500 kiasMode 3:  Low Altitude from 8,000 ft
400 - 600 kiasMode 4:  Intermediate from 10,000 ft - 18,000 ft    0 - 600 kias
Mode 5:  High Altitude from 18,000 ft      0 - 600 kias#
```

```
#     #########   #####*########### #########   ###T#
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Ì#ÿÿ!###ÿÿ####Uÿn#ÿÿ.#########d#########□###
```

The optimum air speed for Ejecting in the NACES seat is 325 kias or below.Ejection above 325 kias will increase the chances of injury to the aircrew.

#################*###%#####################T# ###Z#########d#########2##□##ÓõÅú□Ä#ÿÿ!###ÿÿ####Uÿn#ÿÿ.#########d#########?###After the ejection sequence the drogue deployment, seat man separation, and parachute deployment are controlled by a multimode electronic sequencer. A barostatic release unit caters for partial or total failure of the electronic sequencer and the MOH provides a further back up in the event of a barostatic release.#

#################*#########################T#
###Z#########d#########2##□##□ô;ûÍ#M#ÿÿ####ÿÿ####Uÿn#ÿÿ.########d##########M###W
arning: Deploying the MOH at 30,000 ft will cause between 17-19 units of G force to be placed upon the Parachute and the person in the torso harness. Warning: Never intentionally pull the MOH and then try to pull the Ejection Handle. Warning: Only use the MOH when the following conditions arise

1. Terrain being deemed not a factor it is recommended
that the MOH handle not be used until below
14,000 ft. 2. Emergency Ground Egress is needed and
flag/safe seat prior to egress to prevent accidental ejection of
unrestrained occupant.#

#-#########-#################-#############T# ###Z#########d############T# ###Z#########d#########2##□###õ®#É#□#ÿÿ####ÿÿ#####ÿ□#ÿÿd#########d#########h###How many minutes of O2 is available in the seat kit?What if the system fails to activate upon Ejection?

#!#########!#####*###########!#########!###T# ###Z#########d#########2##□##□õÎùZ
##ÿÿ####ÿÿ####Uÿn#ÿÿ.#########d#########y###After pulling the ejection handle the inertia reel positions the occupant of the seatThe canopy jettisonsThe seat rises as the Catapult firesThe Catapult fires the seat up the guide rail The URT-33 is actuated as is the Emergency O2The time release is actuated and the drogue gun and bridle system is trippedAt near the end of the Catapult stroke the rocket pack is fired#

#################*#########################T# ###Z#########d#########2##□##íõ□ú©Ê#ÿÿ####ÿÿ####Uÿn#ÿÿ.#########d#########]###After the Catapult stroke has ended the Drogue gun firesThe controller drogue and stabilizer drogue are deployed on to the bridle to stabilize and decelerated the seat and occupantAfter deceleration the parachute rocket motor fires to deploy the main chuteHarness and seat man separation occur between 0.65 - 1.50 depending upon Mode and airspeedQ

```
#################*#########################T# ###Z#########d#########2##□##□õ#ú@
E#ÿÿ####ÿÿ####Uÿn#ÿÿ.#########d#########P###C = Check your Main Chute
                                                     * Seat does not contain
ballistic spreader gun             Line Over / Mae West
                                         Streamer
                                                           Line Twist
                                                                       Blown
panels or goresI = Inflate LPU with beaded handles
                             Excellent protection from treesR = Release Raft
(Over Water ) Where is the
location of the handle?O = Options
                                                     Mask, Visor, Gloves, Waist
Lobe Snaps                               Four Line Release - Parachute Steering
K = Kock Fittings  Warning: Releasing prior to water or land contact is fatal
due to misperceptions in height
```

T#ÿÿ!###ÿÿ####Uÿn#ÿÿ.#########d#########6###How many minutes will you have in the air at 10,000 ft in your chute?How long does it take to get a full turn with the chute?What type of forward acceleration will you have with the drive system deployed?Is there a manual bailout provision with this ejection seat?Has anyone here had to eject in this seat?

üú#¼#ÿÿ!###ÿÿ####Uÿn#ÿÿ.#########d#########□###Knees bentFeet Together Eyes on the HorizonLand on balls of feetSide of the calfSide of the ThighRoll onto back Arms up and hands on Kock fittings

#################*#########################T# ###Z#########d#########2##□##võuù2
q#ÿÿ!###ÿÿ####Uÿn#ÿÿ.#########d#########º###Once the toggles are pulled this
activates the drive system - pull left to turn right5-7 knot forward
acceleration once deployed.Steer into the wind Don't use if Chute is
damaged

```
#################*#########################T# ###Z#########d#########2##□##ôô>ù°
      ï#ÿÿ!###ÿÿ####Uÿn#ÿÿ.#########d#########Ó###Visor DownO2 Mask offFace into
the inflated neck lobePalms of hands under arm pitsLeave Seat kit attachedDo not
cross legsPost impact: Try to grab                         the largest part of
the                                                        Tree and climb down¹
```

```
#     #########   #####*########### #########   ###T#
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###ÿÿ####Uÿn#ÿÿ.#########d#########®###Don't release until you have deflated the
ParachuteUpdrafts around large buildings can cause you to drift.Use your four
line steering to aim for the center of the building.
```

#################*#########################T# ###Z#########d#########2##□##ñö:û□
z#ÿÿ####ÿÿ####Uÿl#ÿÿ.#########d#########□###If you have time steer clearIf
entry into lines is imminent Loose seat kit containerMake as small a package as
possibleKeep arms in back of risers

#################*#########################T# ###Z#########d#########2##□##@ô□#-#U#ÿÿ####ÿÿ####Tÿ #ÿÿZ#########d#########N###The majority of Injury comes from not keeping arms tight against the sides of the body (flail injury).Body Position and Equipment problems are another contributing factorfor spinal damage and facial trauma. Post Ejection : Impact with trees, hard PLFs due to operator error with four linerelease system, and low altitude ejection